

CITY OF ISSAQUAH DETERMINATION OF NONSIGNIFICANCE (DNS)

Description of Proposal: City of Issaquah proposal to replace the existing NW Dogwood Street bridge over Issaquah Creek. The existing bridge is one-lane and has been designated structurally deficient for truck load bearing limits. The new bridge includes 2 traffic lanes and sidewalks. The new bridge would increase flood conveyance capacity by increasing the bridge length and elevating the bridge profile over Issaquah Creek by 5 feet higher than the existing bridge. No new structures would be installed below the ordinary high water mark (OHWM) of Issaquah Creek, existing concrete piles below the OHWM would be removed. Utilities would be relocated and attached underneath the new bridge. The project would result in approximately 4,200 square feet of new impervious surface. Mitigation for project impacts would enhance 7,966 square feet of riparian habitat along Issaquah Creek.

Proponents: Issaquah Public Works Engineering Department
P.O. Box 1307
Issaquah, WA. 98027
Attn: Gary Costa, Transportation Manager

Permit Number: SHO14-00009-- NW Dogwood St Bridge Replacement

Location of Proposal: NW Dogwood St; east of Newport Way NW and west of Rainier Blvd N and Front St N.

Lead Agency: City of Issaquah

Determination: The lead agency for this proposal has determined that it does not have a probable significant adverse impact on the environment. An environmental impact statement is not required under RCW 43.21C.030(2)(c). This decision was made after review of a completed environmental checklist and other information on file with the lead agency. This information is available to the public on request.

Comments: This DNS is issued under WAC 197-11-340(2). The lead agency will not act on this proposal for 14 days. Written comments may be submitted between **October 8, 2014** and **October 22, 2014**. The Responsible Official will reconsider the DNS based on timely comments and may retain, modify, or if significant adverse impacts are likely, withdraw the DNS.

Appeals: You may appeal this determination by filing a Notice of Appeal with the Issaquah Permit Center located at 1775 12th Ave. NW, Issaquah between **October 8, 2014** and **October 22, 2014**. Appellants should prepare specific factual objections. Contact the SEPA Responsible Official to read or ask about the procedures for SEPA appeals.

Notes:

- 1) This threshold determination is based on review of the following information: Critical Areas Report (David Evans and Assoc.) dated March 4, 2014; Biological Evaluation (David Evans and Assoc.) dated January 9, 2014; Geotechnical Preliminary Foundation Recommendations (Zipper Zeman Assoc.) dated September 18, 2006; Cultural Resource Determination of Effect letter (Trent de Boer, WSDOT Archaeologist) dated March 13, 2014; 95% Construction Plans dated April 2014; environmental checklist dated June 3, 2014; and other documents in the file.
- 2) Issuance of this threshold determination does not constitute approval of the permit. The proposal will be reviewed for compliance with all applicable City of Issaquah codes, which regulate development activities, including the Land Use Code, Critical Area Regulations, Building Codes, Clearing and Grading Ordinance, and Surface Water Design Manual.

Findings:

1. NEPA Review - The Washington State Department of Transportation (WSDOT) reviewed the environmental impacts of the proposal under the National Environmental Policy Act (NEPA) and acting on behalf of the Federal Highway Administration (FHWA) in processing federal environmental compliance documentation. The WSDOT NEPA review included contacting State and Federal agencies with jurisdiction and/or expertise on specific elements of the environment, including: Endangered Species Act (ESA) consultation with the National Marine Fisheries Service and archeological and cultural resource review by the Washington Department of Archaeology and Historic Preservation. WSDOT issued a documented Categorical Exclusion for the project on May 1, 2014.

SEPA Rules encourage coordination and combining information to meet requirements of NEPA and SEPA (WAC 197-11-610).

2. The proposal would replace the existing one-lane bridge (26 feet wide by 70 feet long) with a new 48-foot wide by 95-foot long bridge. The new bridge would result in 1,345 SF of additional shade over Issaquah Creek and impact 4,113 SF of stream buffer. Retaining walls would be utilized to minimize the footprint of the new bridge. A total of 14 trees would be removed; 7 deciduous trees (big leaf maple and red alder) in the creek buffer and 7 street trees. To mitigate for these impacts, the City would enhance the 7,966 SF of stream buffer on a parcel located directly to the northeast of the bridge. The enhancement includes planting 39 native tree species, 48 willow stakes along the streambank, and 116 shrubs. The plans include a detailed planting plan and 5-year monitoring /maintenance plan.
3. The new bridge would have the following beneficial impacts:
 - 1) The new bridge would increase flood conveyance capacity by increasing the bridge length and elevating the bridge profile over Issaquah Creek. The existing bridge has a 500 SF opening under it. By elevating the bridge and excavating approximately 400 cubic yards of existing riprap, sand and gravel under the east bridge abutment, the new opening under the bridge would be 900 SF, significantly increasing its capacity to pass flood flows and large woody debris (LWD).
 - 2) The proposal would remove 8 existing concrete piles from the stream channel, reducing potential scour energy from being transported downstream.
 - 3) The mitigation/enhancement planting along Issaquah Creek would improve wildlife habitat by increasing plant diversity and structure, and improve fish habitat by providing shade and additional organic inputs.
 - 4) The wider, new bridge would allow for 2-way vehicle travel and includes sidewalks to improve pedestrian safety.
4. The proposal includes measures to minimize potential construction impacts, including; installing a debris barrier to capture pieces of concrete during bridge demolition, all in-water construction work would be restricted to the Washington Department of Fish and Wildlife (WDFW) in-water work window (currently June 15 through August 15), and temporary erosion and sedimentation controls (TESC) would be employed to prevent sedimentation from entering the creek.
5. SEPA Rules, WAC 197-11-158(2)(d), direct a lead agency to place the following statement in the threshold determination if all of a project's impacts are addressed by other applicable laws and no conditions will be required under SEPA: "The lead agency has determined that the requirements for environmental analysis, protection, and mitigation measures have been adequately addressed in the development regulations and comprehensive plan adopted under chapter 36.70A RCW, and in other

applicable local, state, or federal laws or rules, as provided by RCW 43.21C.240 and WAC 197-11-158. Our agency will not require any additional mitigation measures under SEPA.”

SEPA Responsible Official: Peter Rosen

Position/Title: Senior Environmental Planner

Address/Phone: P.O. Box 1307, Issaquah, WA 98027-1307 (425) 837-3094

Date: 10/8/2014

Signature: _____

cc: Washington State Department of Ecology
Muckleshoot Indian Tribe
U.S. Army Corps of Engineers
Washington State Department of Fish and Wildlife
Issaquah Development Services Department
Issaquah Parks and Public Works Engineering Departments

